ended their grip on the German es near Transley and north of course, greatly increasing the menace both positions. Northeast of Les wefs Fech's troops swept forward last sept and to-day and seized two strong-

wet a powerfully organized system of Perre-Vsast Wood. This move shelled a U-boat seeking to search enightens the French line from them.

parch lines at Sailly-Saillisel in strong were from the east and north. They sere driven back to their trenches with

is the versus of strong counter titled to the immunities of a peaceful speed with back some of the merchantman.

The United States government, howend lost to the French in their. is according to a report received here to a second the second to a of wresting the great fortress

from the foe.

According to late information, the usul number of prisoners taken by the French on the Verdun front since October 24 has reached 6.011. The material captured comprises fifteen guns, fixe of which are of large calibre; fifty-nee trutch mortars, 144 machine guns, two wireless plants and a great quantity of rifles, bombs, shells and other material.

"I saw two submarines," said Rob Preston, one of the crew of t

### Official Statements on Western Battles

ask of the Meuse was only tempo- vation duty."

London, Nov. 1 .- To-night's official

was gained. There was heavy hostile stelling against our front between Le Sars and Gueudecourt and in ars and Gueudecourt and in the neigh-schood of Schwaben redoubt. Yesterday our aircraft did some use-

fal work in reconnoissance and bomb-ing enemy batteries. One hostile ma-chine was driven down in a damaged condition, One of ours is missing.

Paris, Nov. 1 .- To-day's official

attantages near Les Bœufs. Mean-salle the Germans could record a great success in the taking of La Maisonnette and connecting trenches at Biaches. "After sanguinary losses and suffering during the last attacks near Les Baufs, the French, on October 28, tried their lot by a big thrust against Chaul-

### 3,603 BRITISH CIVILIANS SLAIN

Combatant Victims

London, Nov. 1 .- Premier Asquith, in written reply to a question in the House of Commons to-day, said: "The number of British civilians killed. drowned and wounded by the enemy follows: Killed or died of wounds or shock, 589; drowned, 3,014; injured,

# Leedon, Nov. 1.—The French have U-BOAT POLICY

setheast of Sailly-Saillisel they merchantmen. A hint that Berlin will sentess of Samuel System of endeavor to dispute this stand again is conveyed in Overseas News Agency reports that British armed liners have

### Formerly Did Admiralty Work

Some significance is attached to the following news dispatch from London:

"It is regarded here as quite probable that the American State Department will make still further inquiries with the object of definitely determining the status of the Marina. While it

reand lost to the French in their at offensive movement. The Crown research to capture Verdun or garding merchant ships temporarily in a script from Berlin. He is said to still unless they have been actually

Army group of Crewn Prince Rupmeth—The weather growing brighter in the Somme district, a lively artillery activity was begun in several sectors. In the evening hours the English advanced from the district of Courcellette and with strong forces from the line of Geudecourt-Lesbosufs for attack.

North of Courcellette the attack was make to advance under our defensive re. West of Le Transloy the attack coke down under losses, at some maces in hand-to-hand fighting.

Army group of the German Crown the bridge. The first one attacked us on the starboard while the other lay off some distance to port, doing observation duty." The ship was struck squarely in the

bunkers," said Robert Hay, a member of the engine room staff. "The bunk-ers fell in and the engines were dis-mantled. Two men were killed in the stokehole and several others were

scalded.
"Three boats got away; a fourth was smashed. Orders were given to see particularly that all Americans among passengers or crew were saved. The wireless station tried to summon aid, but his gear was dismantled by the first

### Mate Crushed to Death

wate Crushed to Death
one of ours is missing.

Nov. 1.—To-day's official
ys:

If the Somme we made some inting the night northeast of
This morning the Germans
a violent, attack from the
trushed to Death
F. F. Smith, the only one of the
Marina's officers now alive, said: "The
explosion of the first torpedo threw me
from a settee. I rushed up to where
the boats already were being launched.
We got twenty-six men into my boat;
there were seven in the second boat.
"When we pulled away I saw Second
Mate Robertson crushed to death betwenty to the control of the control of the second boat.

When we pulled away I saw Second
Mate Robertson crushed to death betwenty to the control of the second boat.

Berlin, Nov. 1 (by Wireless to Sayrille)—The military critic of the Overtas News Agency, discussing the Entente offensive on the Somme front,
lays.

The Somme battle has been resumed
with intensity during the last few
days, but the Anglo-French forces oblained nothing but the smallest local
strantages near Les Bœufs. Meanraile the Germans could record a great
soccess in the taking of La Maisonnette
and connecting trenches at Biaches.

After sanguinary losses and sufferfor days the second suffer suffer sanguinary losses and sufferfor days the second suffer suffer sanguinary losses and sufferfor days the second suffer suffer sanguinary losses and sufferfor days the second suffer suffe

"After sanguinary losses and suffering during the last attacks near Less barfs, the French, on October 28, tried their lot by a big thrust against Chaultes, which is the extreme southern point of the Somme front. They intended to crush this position, which is the extreme southern the boats, passed them and then turned to crush this position, which is the extreme southern the boats, passed them and then turned back, the commander calling out: "I am sorry for you, but you are very foolish. You will probably all drown." The captain of the Rowanmore was ordered on board the submarine then submarine then submarine then headed for the lifeboats, while one of its officers shouted, "Get out of our way or we'll." I am sorry for you, but swerved when near the boats, passed them and then turned back, the commander calling out: "I am sorry for you, but you are very foolish. You will probably all drown." The eaptain of the Rowanmore was ordered on board the submarine, but declined to obey, although the command was three given, until a revolver was pointed at his head. After the captain had been taken on board the submarine then submarine the

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42ND STREET AT MADISON AVENUE

# Gems in \$10,000,000 Deutschland Cargo

Continued from page 1

meant anything to those casually picking them up, Captain Koenig is at a loss—well, he makes a shrewd guess at that—to explain how the British naval at that—to explain how the British naval at that—to explain how the British naval at the protect of the Port. Then he must sit down and tell in elaborate detail to Paul L. G. Hilken, vice-president of the forwarding company, all that had had run the blockade such that the Deutschland had run the blockade such that the Deutschland had run the blockade such that the Deutschland had run the blockade such that all really worth while vessels of the future would be submarines.

"Nonsense," said the skipper. "Why, when there are no obstructions on top of the sea, should ships sail under-

ser somewhere on the Eastern front.

He must tell also of the high winds and heavy seas that prolonged by a week a voyage made before in fourteen days; of the patrols he had eluded, and of his difficulty in feeling his way into port with nothing more accurate than a British made chart (and that fifty years old) to guide him.

Twelve o'clock pressed 1, and then word came that the captain would tell his story at 3 o'clock sarp. But it

skipper arrived.

None too steady at best, the submarine found it hard going; but it was also to be reckoned that the enemy patrols were making heavy weather of it. Through the North Sea the gale chased her. A few blockaders were sighted, but each time Captain Koenig ducked before being seen—"went forty miles under them," as he phrased it.

Once he had to remain submerged for several hours. Then he set the Deutschland's phonograph to work the same machine that kent the crew's spirits up for several days on the first voyage, while they lay on the ocean bottom waiting their chance to escape an enemy squadron.

Though no more warships were sight.

Captain Koenig has command of what goes in the fiction magazines as a "grim smile." a smile made with the lips, according to the formula, but not with the eyes. He used it when one of the reporters wanted to know how the men took their outing during the four bad days and the two worse ones.

"Oh, they liked it." he avowed. "Sure, they liked it. They're all volunteersgood men. They wanted to go. Only six of them had been sailors before. But they liked it."

All the way across it was a game of hide and seek for the Deutschland. Seven times other and larger vessels were sighted, and seven times the trader bobbed down for a visit with Davy Jones. In all, the skipper estimates, she made a hundred miles under the surface. Always, he is sure, he submerged in time to escape observation.

### Captain Gaunt Was Right

Being sure of that, and sure, also, that none of the epparently innogent wireless messages sent out for the Deutschland's guidance could have

happened when he dined with the Kaiser somewhere on the Eastern front.

He must tell also of the high winds

He face of cabled news that both the

Captain Koenig verified the common

times over), Captain Koenig sees no great inture for the commercial sub-

"What would I do with the Deutsch-land when it's all over?" he echoed.
"What would she be good for? Well,
I'll tell you. I think if she was mine
I would bring her over to America and
do as the fellows with the aeroplanes
de I would fill her with passengers at

Captain Koenig verified the common report that the profit on the first voyage of the Deutschland, with a cargo valued at only \$1,500,000, was \$500,000. On this trip, he added, the cargo is should make a further guess he is a good one."

Calm fell with the last three days of the voyage, an augury of America's hospitable welcome. No Man's Land was reached at 3 o'clock yesterday afternoon, and the chartroom claimed Captain Koenig.

Chart of 1860 His Guide.

Captain Koenig verified the common report that the profit on the first voyage of the Deutschland, with a cargo is valued at only \$1,500,000, was \$500,000. On this trip, he added, the cargo is worth \$10,000,000. He would not hazard a guess, though, as to the new profits.

"I'm still interested in the money," persisted a practical reporter, as the skipper sought to change the subject.

"Ach," cried Captain Koenig, "you all are."

Then there was a bit on submarine navigation:

"I never worry any more about the British blockade. I know the way tought it now. There's no danger but

"The British say they've captured her," suggested some one, quoting a recent London cable.

The gray-brown head shook vigorously. "Not so. That could not be Lost she may be, perhaps, but not captured. Maybe the Bremen struck a mine, Maybe the Bremen struck a mine, Maybe there was some other kind of accident. But the blockade is nothing. We come and go as we please."

The questions came in hops, skips and jumps. Each was courteously answered—and fully, too, save where it was apparent a point of national policy was involved. And when they were answered a fairly complete story of the Deutschland's second voyage to American had been told, and the delay had been explained.

There had been, first of all, three changes in the crew, which numbers, this time as last, twenty-five men and four officers. One of the sailors had suffered so greatly from seasickness on the first round trip of undersea trading that it had been decided to leave him behind. Two others had been droped. Why?

"Well," explained the skipper, with an expressive shrug, "you get to know when pretty well when you live with them for weeks inside a submarine. They—what you Americans say—dinft make good."

The three men replaced, the Deutschland took her second leave of Bremer-land took her sec

ledward. This merring the corner is the second beat.

When we pulled away I saw Second and the listing shall be and east against the village of sally-sallist. The attacking force when his boat and the listing shall be capeable. The provided the contrary of the famous of the same and the sam

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# MARINA VICTIMS **ADRIFT 31 HOURS**

The United States government, how when the design of the warning received as the state of the Admiralty Works, and the warning review when the ship was designed to the said that was under private characteristic was all the state of the Admiralty works and the warning review was the tracted at 3 o'clock yeterday of the characteristic was all the state of the Admiralty works and more for the photographers, waiting in the hetel certainty and the warning review was the tracted at 3 o'clock yeterday of the characteristic was all the state of the Admiralty works and the warning review was the tracted at 3 o'clock yeterday of the characteristic was all the state of the Admiralty works and the state of the Admiralty was the state of the Admiralty works and the warning in the Admiralty works and the state of the Admiralty

vivors of the sunken British steamer Marina say that the vessel had a 4.7- inch gun mounted astern, but that it was not used as the ship had no warning of the submarine attack, and it was too late after the torpedo had hit was to late after the torpedo had hit was too late after the torpedo was not used as the ship had no warning of the submarine attack, and it was too late after the torpedo had hit the vessel.

Consul Frost has procured an affidavit signed by all the Americans who reached Crookhaven and a similar document from American survivors at Bearting The effectivity agrees that the

Marina was torpedoed without warning; that the first torpedo struck on the starboard side, and the second hit the vessel twelve minutes later and was followed by a boiler explosion, the steamer sinking six minutes afterward. No Americans were killed by the boiler explosion. Those who lost their lives were drowned as the lifeboats were launched.

launched.

One lifeboat was in the water seventeen hours, a second twenty-one hours and a third thirty-one hours. In this time the danger increased, as the sea became rougher. The submarine did not shell the Marina. Submarine Left Boats to

### Offered No Assistance

A submarine which emerged after the second torpedo was fired was seen plainly by Americans on the Marina, but did not communicate with the steamship or offer assistance to the small boats, which were in deadly peril from the rough sea.

It is regarded here as quite probable that the American State Department will make still further inquiries with the object of definitely determining the status of the Marina. While it is said that she was under private charter when she was torpedoed, it appears that the vessel may have been engaged in Admiralty work not long before.

### HIGH COST OF DYING ADDS TO WOES OF LIVING

Coffin Prices Increase-Cremation Plan Urged

To the high cost of living is being added as great a trial—the high cost of dying. For the last few years the prices of undertakers, coffin makers and embalmers have kept pace with the upward trend set by the grocer and the butcher. Now comes a further item to add to the householder's woes over the soaring price of flour and coal—coffins are to increase \$5 apiece in price.

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